THE MARINE RECORD

DEVOTED TO COMMERCE

VOL. X NO. 20. CLEVELAND, O., MAY 17, 1888. $2.00 PER ANNUM. SINGLE COPIES 5 CTS.

AROUND THE LAKES.

CLEVELAND.

The tug Redford, of Buffalo, Ashtabula and Fairport, and last year of Oswego, was in the city last Saturday for inspection.

Captain Geo. Simpson, the compass adjuster, is going along to Detroit to adjust the compass of the steamer Ballentine.

Mr. Robert Wallace has gone to New York City in company with his son Burt and daughter Nellie, who leave this week for a trip to Europe.

Captain Quinn, the diver, is here engaged in raising the steam barge Mary Pringle of Grummond's line. Mr. George Elsey, jr., is superintending the work.

The Specular, which during the past winter has been converted into a steam barge, will have a new wheel from the Cleveland Ship Building Co., 12 feet diameter and 16 feet lead.

The RECORD takes pleasure in ackhowledging the receipt of a splendid photograph of the successful ice crusher, St. Ignace, from the Detroit Dry Dock Co., for which we tender our thanks.

Mr. Geo, Elsey, jr., manager of Grummond's line of steamers, was in the city looking after the sunken steam barge Mary Pringle, which went down last Sunday a. m. at the foot of St. Clair street. As usual George found time to call upon the editor man who was pleased to see him looking well.

Captain E. Dahlke has chartered the tug American Eagle for four months to E. H. French, of Fulton, N. Y., to work on straight channel in Maumee bay. The charter is a good one at $300 per month. The charter was made without a crew and Captain Dahlke, the owner, is now open for propositions.

We take this opportunity of extending our hearty thanks to Captain D. A. McLaughlin, of the steamer City of Detroit, also the genial stewarts, Messrs. Herring and Higgins, for their kindness and courtesy to the representative of the RECORD. We congratulate Captain McLaughlin on the system of management which makes it a pleasure for the traveling public to make the trip across the lake aboard his boat.

Through the kindness of Customs Collector William J. McKinnie, the up town custom office is to be open in future from 7 a. m. to 7 p. m. to accommodate the large marine interests of Cleveland. His deputies, who were inclined to put on a bold front last week, assert that vessel men could just as well get in before 4 o'clock, accepted the situation and swung out a sign to the above effect. The latter they freely admitted was made ten days ago, and "now they were going to put it up." This effort on the part of Mr. McKinnie to accommodate owners at this port will be thoroughly appreciated.

The contract was signed on Saturday for the construction of the vessel owners' dry dock. Messrs. L. P. and J. A. Smith, of this port are the gentlemen who are to do the work, and the dimensions of this large undertaking, as finally decided upon, are to be as follows: length and breadth on the bottom are to be 350 feet and 48 feet. The total depth will be 22 feet, and the depth of the water on the blocks, 18 feet, so that a vessel drawing full 17 feet can easily be docked at any time. The structure is to be finished this fall, and when completed will cost the owners $85,000.

Saturday morning the captain of the City of Cleveland reported to the life saving station that he passed two men in a small boat with only one oar and a paddle, 12 miles out. He said he hailed them and asked if assistance was needed, and that the men made no reply. Owing to the suspicious actions of the men, it was thought they were the men who robbed and threw R. W. White, the Painesville man, into the river. Captain Goodwin and one of the crew, with the tug Dreadnaught, started in pursuit. They found the abandoned boat about 12 miles out. They hailed a fishing tug near by and found the men had been taken off by it. The captain of the fisher was ordered to deliver the men at the life saving station when he came in.

Meteorological summary for the week ending May 16, 1888:

Mean actual barometer	29 90
Mean temperature	53.3
Mean humidity	66.4
Total precipitation	.08
Prevailing direction of wind	W & N. W.
Total wind movement	1566
Av. cloudiness	4 7
Av. state of weather	Fair.
Max. temperature, highest	79 8
Min temperature, lowest	38.5

W. H. HAMMON, Sergt. Signal Corps, U. S A.

KINGSTON.

Mr. Finucan who has managed the steamer Rothesay for the past two seaaons, will sever his connection with the boat when she goes to Toronto. He is trying to make arrangements for some first-class boat to take the Rothesay's place on the St. Lawrence.

The M. T. Co's new barge Kildonan was party loaded Thursday with 30,500 bushels of corn for Montreal. She was then drawing 8 feet 3 inches of water, and the calculation is that she will carry 35,000 bushels and draw 9 feet. This will be the largest load in one craft that has ever passed the lower canals, and 2,000 bushels more than the Brandon carried last year. Up to last season the Brandon's cargo was the largest that ever passed the lower canals.

During the heavy storm of Wednesday night and Thursday morning, the schooner Annandale and the propeller Alma Munro collided on Lake Ontario, fifteen miles east of Toronto. The wind was blowing fresh from the east at the time, and the crew of the crafts were unaware of the presence of each other till the crash came. The propeller was on her way to Kingston from Toledo, while the Annandale was bound for Toronto with a load of coal. The propeller lost five stanchions, and carried away the vessel's anchor and fifteen fathoms of chain. It was some time after the collis on before the captain of the Munro was aware of the damage done. Thursday a despatch was received from the captain of the Annandale at Toronto asking if the Munro had arrived and if she had the schooner's anchor. At six o'clock the propeller arrived at the M. T. Co's wharf and lightered. She was detained by the custom, officers Friday, owing to her inspection papers not being correct.

PORT DALHOUSIE.

The tug H. S. Neelson and scow Pressney left here Saturday evening to release the propeller Lake Ontario, which went ashore in a fog three miles west of Whiteby They were successful in releasing her and returned here Sunday.

The schooner Clara Youell is having a new foremast put in at Muir's ship yard.

SAND BEACH.

Special to the Marine Record.

The following craft sheltered here during the past week:

7th. Tugs Swain, Moore, and C. W. Wells with dredge in tow, en route for Aux Sable; schooners Ferret and Dauntless.

12th. Steamer Glasgow and three barges, Belle Cross and four, Salina and four and schooners Smith and Post sheltered here during the prevalence of a westerly gale. The forepart of the week was very foggy, making navigation exceedingly difficult if not dangerous, and the whole week has seen a succession of steamers coming in to replenish their stock of coal. Following is a list of those who put on coal to carry them through: Propellers S. E. Curtis, R. C. Britain, T. D. Stimpson, Burlington, Frank L. Vance and Edwin S. Tice.

The tug Music bound up with a raft of boom poles broke the cross head of her air pump shortly after leaving the river, but by careful management of Engineer Charley Albee the tug was brought to the harbor here and repairs were made at Winterhalter's shop.

The schooner Skylark, Jenks owners, is aground and leaking in Georgian Bay. Her cargo is twenty thousand bushels of corn from Chicago. Both hull and cargo damaged. T.

ASHLAND

The first vessel to enter Chequamegon Bay this season was the steamer City of Fremont, which arrived here at 9 o'clok Saturday after an uneventful trip, encounteri g but little ice She left Duluth at 3 o'clock.

CHICAGO.

Special to the Marine Record.

Captain Herman Dahlke has sold the steamyacht Parmelie to parties in Cairo Ill. Dimensions of Parmelie 75 over all 15½ beam, 5½ deep, allowed 100 passengers. Suitable for towing. Machinery 14 by 16 boiler allowed 100 pounds steam. She will make a good investment for the river people.

Captain Dahlke is building a new steam-yacht at Saugatuck, the work being done by Mr. Martel to be complete by the middle of June. She will be used on the lake front at Chicago in the excursion business.

The schooner Ida Keith, Captain Fred Ahlstrom, arrived Saturday morning from Port Huron, with coal which she loaded at Cleveland late last fall. She was the first sail vessel to arrive here from the lower lakes this season, not towing.

The splendid new steel steamship Hudson, of the Western Transit line arrived at Chicago, Saturday afternoon from St. Clair with 3,000 barrels of salt. She was built by the Detroit Drydock Co. at their shipbuilding yard at Wyandotte and is a superb steamship and as complete in all her appointments and appliances as man's handiwork can make her. She is of the following dimensions 288 feet keel, 304 feet over all 41 feet beam, 22 feet 7 inches depth of hold, net tonnage 1853 gross tonnage 2294, her engine is triple expansion 23,36 and 62, two Scotch type boilers of steel 18 feet long 11 feet 6 inches diameter, which fire at both ends and are allowed 160 pounds steam. She has the American Ship Windlass Co.'s steam windlass and capstans and the Williamson Bros., steam steering gear. With her cargo comprising 650 tons of water ballast and 450 tons of salt she made nearly 15 miles per hour with 125 pounds steam. Captain Robert Jones, commanding her; Robert Murray, first mate; Henry Hess, chief engineer; Geo. Voigt, first engineer.

J. H. Randall, shipbuilder returned from Benton Harbor Saturday, where he had been re-constructing the Graham and Morton Co.'s passenger and freight steamer Puritan. She has been widened five feet on each side which has considerably improved her both for comfort and freight carrying and when she is ready for her season's work in about ten day's, she will be pronounced one of the finest and best steamers on Lake Michigan.

The schooner David Macy lost her jib boom by collision with the Rush street bridge when going up the river Saturday morning.

During the early hours of Friday evening the lookout on the steamer New York discovered signals of distress at the masthead of some vessel about forty miles to the southeast of Muskegon light. She proved to be the propeller Michael Groh, of Chicago, and the cause of the signals was a broken wheel which had left her in a disabled condition. The New York gave her a line and towed her nearly to the outer light of this harbor, where the tug Chicago took her in tow and safely delivered her at Martin's dock in Mud lake.

Recent transfers of vessel property on record at the custom house are:

Schooner Australia, 151 tons, William H. Horn to Perry H. Edwards.

Schooner City of Sheboygan, 246 tons, William Mueller to Peter Knudson, $9,000; Lloyd's valuation $8,000.

Schooner Four Brothers, 188 tons, Andrew Anderson to Halvor Nichelson, one-quarter, $750; Lloyd's valuation, $3,000

Propeller H. S. Hubbell, 365 tons, John Spry Lumber company to Helena Flood, one-fifth, $5,400; Lloyd's valuation $30,000.

Barge J. T. Johnson, John Spry Lumber company to Helena Flood, one-fifth, $3,600; Lloyd's valuation $15,000.

The Marinette Barge company has sent a bill for $370.62 to the city on account of damages done to the barge Menominee on Nov. 21, at the South Halsted street bridge. The bridge tender claimed that the vessel-men were responsible for the accident at that point, while they say that the bridge tender was at fault. The claim is being investigated, and may have to be established in court.

The Dunham towing and wrecking company have sold the tug Flossie Thielcke to Evans & Son at Sault Ste. Marie, consideration $3,750, and purchased the tug Robert Tarrant from John Van Dalson and A. G. Rowell; consideration $4 500.

Axel Stone, the sole survivor of the foundered steamer Vernon, which went down in Lake Michigan during the frightful storm of Oct. 29, last, on Saturday made an application to Lieut. Rodgers for a position as surfman in the Chicago life saving crew.

Captain John Crawford, of the Chicago Towing company, Monday took soundings at Wells street bridge to determine exactly the nature of the obstruction at that point. He found that the stone foundation of the bridge abutment projects about five feet from the abutment proper, and that this stone step, as it may be called, has sharp corners and a ragged edge clear across the abutment. It is but five feet under water, without a thing to protect vessels from striking, and unless Commissioner Swift concludes to drive a nest of spiles at both sides of the abutment he will wake up some morning with the knowledge that the city has another big damage suit on its hands. The Wallula and Wiley M. Egan have already struck this dangerous projection, and the owners of the former vessel have commenced proceedings against the city.

Monday afternoon at the meeting of the council committe on fire and water Alderman Landon's bridge closing ordinance was agreed to and will be submitted to the council for approval. This is designed to close the bridges in the main branch of the river, and as far north as Kinzie street and south as Harrison street, from 6 to 9 o'clock in the morning and from 4:30 to 8 in the evening. In the north and south branches the design is to close the bridges between Kinzie and North Halsted streets and between Harrison and South Halsted streets from 6 to 8:30, and from 5 to 7:30 p. m. This measure met with practically no opposition in the committee because the vesselmen were not expecting action in the matter. The only chance for them now is therefore to fight it in the council.

At Miller Bros. Shipyard, the schooner Cuba was in dock for bottom calking; the schooner Guido for new keelsons, the steambarge George C. Markham for repairs to shoe by Donaldson Bro's. shipsmiths; the schooner Norman, for some new plank outside, some new frames and ceiling forward and new center board box; the schooner Adirondac, for some new frames and ceiling and outside plank and a general overhauling; the steambarge Hattie B. Perene, to have her shoe repaired; the tug Rebel, for calking; the schooner Tempest, for calking bottom; the steambarge Swallow, to have her wheel fixed by Donaldson Bros.; the tug Tom Brown is receiving a through rebuild; the steamer City of Grand Rapids received a new wheel; the tugs Hackley and Blackball had leaks stopped; the tug William Rollo received a new wheel; the schooner Winnie Wing received a thorough recalking; the tug Mosher, a new shaft; the schooner Jason is getting rebuilt; the steambarge Ida, M. Tarrent received repairs to her wheel, by Donaldson Bros.; the steamships Wm. L. Frost and New Orleans received new propeller wheels.

Donaldson Bro's. shipsmiths, will place steel arches 12 by ⅝, also two keelson plates 24 by ⅝ fastened with ten one inch bolts every 20 inches on Captain Brittain's, new steambarge building at Saugatuck.

Victor Duesterward, aged 27 years, one of the crew of the barge Golden Age, while lifting one of hatches Monday fell into the hold and sustained very serious injuries which may prove fatal. He was conveyed to the county hospital. He belongs to Brooklyn, N. Y.

There were 1,202,427 bushels of oats in store here Monday, and Tuesday vessel room for 493,000 bushels of that amount was chartered. It is claimed that this sudden movements in sending oats forward has no other meaning, however, than that the east is short of feed.

A large amount of dredging is now being done on the river, six dredges being constantly at work. This improvement is in the right direction.

There is a curious three cornered complication over the payment of a towing bill for about $1,000 for work done last winter in keeping the crib clear of ice. When the bids were opened last fall the lowest was that of the Chicago Towing Co., which was given the contract. When the ice becomes heavy the C. H. Hackley, the tug which the company put on the work, got a hole stove in her and then the tug Tom Brown was tried, but she got fast in the ice. The city came near going short of water twice, and the fire boat Geyser had to be sent out to clear the ice from around the crib. Finally the city engaged the T. T. Morford of the Dunham Towing Co., which was kept at work until a bill for $1,000 was run up. Commissioner Swift now refused to pay the Chicago Towing Co. any money on its contract until it pays the Dunham bill. Captain Dunham holds the city responsible for the bill, claiming he had nothing to do with the Chicago Towing Co. but got his orders from the city direct. There is a good deal of figuring going on, and the matter may be settled without the aid of the courts.

Dunham's Towing and Wrecking Co. will send the tug T. T. Morford with a wrecking outfit to Milwaukee this (Wednesday) night to raise the schooner Mongaugon sunk in Milwaukee harbor by the steamship Clarion, last Sunday. WILLIAMS.

STURGEON BAY.

Special to the Marine Record.

Navigation through Green Bay was resumed on the 4th inst., being thirteen days later than last season.

The steam barge Thomas H. Smith is having her cabin remodled which will increase her carrying capacity by 100,000 feet of lumber.

The soundings taken in the Sturgeon Bay and Lake Michigan ship canal this spring show an average depth of 14 feet. Some dredging will be done as soon as dredges can be obtained.

The powerful tug Joseph Goldsmith has been purchased by Reynolds & Co., of Sturgeon Bay, from Mann Bros., of Two Rivers consideration $8,000

Captain John Cusick, of Green Bay, has purchased the tug C. M. Chamley from W. P. McLaren, assignee of the Sturgeon Bay lumber company; also one of their large saws and the boiler and engines of the burned tug James Ried. A new hull is to be constructed for the Chamley's machinery while the boiler and engines formerly in the Ried will be placed in the former tug.

The schooner Penaukee was towed to this place from Manitowoc last Saturday and is now being converted into a steambarge, the necessary machinery being placed in her at this port.

Another of our best tugs has been taken from these waters; the tug Wisconsin passing down last Monday on her way to Ashtabula, where she has been purchased by Captain Kerwin and others.

An expedition will leave here for the wrecked schooner Blazing Star on fisherman's shoal in a few days to remove a valuable steam pump, which was left on her last fall. The Blazing Star has been purchased by S. B. Grummond, of Detroit, who will send a wrecking outfit to her as soon as the weather permits.

The following appointments have been made, as masters, by owners of the local fleet of vessels: Thomas H. Smith, Captain John Walker, of Grand Haven; Emerald, Captain J. P. Clark; Mayflower, Captain O. Nelson; Jesse Spaulding, Captain Ed. Straker, of Sheboygan; George Nelson, Captain Ed. Cox; John Leathers, Captain D. L. Rammage; W. C. Tilson, Captain Louis Legit; A. S. Piper, Captain John Culnan; Sam Neff, Captain C. B. Packard; Philetus Sawyer, Captain Joseph Munger; Welcome, C. B. Hart, master; Moore, Henry Hart, master. D.

LORAIN.

Captain Frank Grover has resigned command of the tug Selah Chamberlain.

ONLY A SAILOR.

Go speak to that lad on yonder cart,
He is going to sea with a heavy heart,
Without a penny, without a friend;
No one to care what may be his end.
Perhaps, if you speak with a gentle grace,
You may touch his heart in a tender place,
And thinking of you, he will go to sea
Saying, I know somebody cares for me.

The World—
Speak to that fellow? I tell you no!
He's only a sailor; let him go.

I've called to ask for a dozen or more
Of goodly books from your plentiful store;
You'll be to the sailor, a friend in need,
By giving me something for Jack to read;
Just think of the life he must endure,
Cut off from all that is good and pure—
His thoughts of the past a "bitter taste,"
His hopes of the future "a dreary waste."

The World—
Who cares for the fellows that go to sea?
They are only sailors, let them be.

A castaway sailor lies helpless and sick—
Perhaps, you can save him if you be quick;
No mother, no sister, no wife by his side,
To comfort his soul drifting out with the tide,
To be tossed by the waves of an angry sea,
With the 'bottomless pit' just under his lee—
Perhaps if you go, it will not be too late
To save the poor soul, from his terrible fate

The World—
I can't spare the time, its no use to try
He is only a sailor—let him die.

He was only a sailor, friendless and poor;
He needed your help but you closed your door.
I asked you for something to help him live,
Your answer was, always, I've nothing to giv
His log is now closed, his voyage is o'er,
An abandoned hulk he lies on the shore.
Will you not give me a helping hand
To bury his body beneath the sand?

The World—
Bury the fellow whom nobody owns?
No—Let all sailors go to Davy Jones.

[In the time of stage coaches between Glasgow and Greenock, a lady gave a poor boy a lift, and half a crown at parting and bade him God speed on his voyage. Twenty years after, circumstances had changed, the boy was returning home with a competency, recognised the old lady and settled an annuity of $100 on her.]

ANON

EARLY NAVIGATION.

"I remember many years ago, yes, it i nearly half a century ago, when the Indians used to paddle in their canoes from all points on the lake to Detroit to get their annual rations and allowances from the government." The speaker was Captain Grover, who began his career on the lakes in 1833. "Going up Lake Huron," he continued, "we would come across hundreds of birch canoes filled with the savages. They would carry everything, including the squaws, pappooses, and the dogs. How they made the journey was always a matter of wonder to me; but I never heard of an Indian being drowned. They would follow the shore all the way down, sometimes traveling in squadrons of from twenty-five to fifty canoes, each containing from twelve to eighteen persons. In fine weather each canoe had a sail made of birch bark, and then the Indian would cease paddling altogether. In stormy weather camps could be seen all along the west shore of Lake Huron from the entrance of the St. Clair river to Mackinaw, but as soon as it would settle, the camps would be abandoned for the canoes. Sometimes they would keep along for whole nights and days without a single stop, subsisting on jerked beef, small fish, and water, and sleeping in sitting positions in their narrow canoes. I have seen these frail vessels weather storms which would have foundered a good sized yawlboat, but I always thought that that was due to the skillful handling of the Indians. It took them from a month to six weeks to go either way consequently they were afloat over one-sixth of the time to get their annual allowance from the government, It used to be dangerous for vessels to get near those Indians on their return, for they usually provided themselves with lots of whiskey when they were filled with it they would rob or murder a white man as readily as they would spear a fish. Sometimes they would chase a vessel into the lake for the purpose of procuring whisky, but I never heard that they succeeded in boarding one. Down in Detroit about the time the Indians' allowances were due it was a peculiar sight to see them coming in from every direction. They would show up from every conceivable nook and point, paddling swiftly to the governmeut dock. Never a word would they utter until they got to the Indian agent's quarters, and you can bet there was noise enough around then. After getting their allowances they would take in the town for a day or two, then spear enough suckers for a couple of days, rations, and start on their return for their homes. The Indians do not cut the figure in lake navigation they did in those days. Then the impression prevailed that nobody but an Indian could pilot a vessel through the lake, and they were used for that purpose. — Inter Ocean.

The coal firm of W. L. Scott & Co. has abandoned its business at Buffalo, and the traffic has been consolidated at Erie, Pa. The trade at Buffalohas been abont one hundred thousand tons per anum and will be more than double the coal traffic at Erie.

LIFE BOATS AT SEA.

To the Editor of the Marine Record:

An incidental benefit of the U. S. life saving service has been the awakening of public attention to the subject of increased safety appliances on board of steamers, tugs and sailing vessels in case of disaster. It is a well known fact that in hot weather many of the wooden yawls are not in a state to weather anything of a sea, and the state of a crew obliged to take to the boats to save their lives would be deplorable. Messrs. Thomas Drein & Son, of Wilmington, Delaware, make a metallic life boat which is pronounced by practical surf men to be the most complete and satisfactory. In addition to protected air tight compartments in both ends, these boats are supplied with self-bailing valves, which, under all conditions and in all emergencies clear the boat of water. No matter how rough the sea these boats are thus not only self-righting but comfortable. Other improvements are combined with the above advantages. The sad loss of life during past seasons, owing to insufficient small boats, has opened the eyes to humane vessel owners on the lakes —who are in a large majority—and numbers of these metallic boats are being furnished dy the above firm through their agents, Messrs. Upson, Walton & Co., Cleveland. Among the craft thus supplied may be mentioned the steamer Onoko, Philip Minch and Henry J. Johnson; the steamer now building for Robt. R. Rhodes, the schooner G. W. Adams and David W. Dows.

D.

It is announced that before the close of navigation the foundation of one of the largest lightering stations and general warehouses in existence will be laid at the mouth of the Chicago river. The cost will approximate $2,000,000.

The barge Warner, in tow of the Fred Kelley, was struck by ice near Iroquois Point Thursday, and had a plank stove in. She was leaking seriously, and the Andrew J. Smith left with pumps to go to her assistance.

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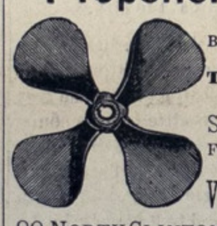
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Two, Three or Four Blades for
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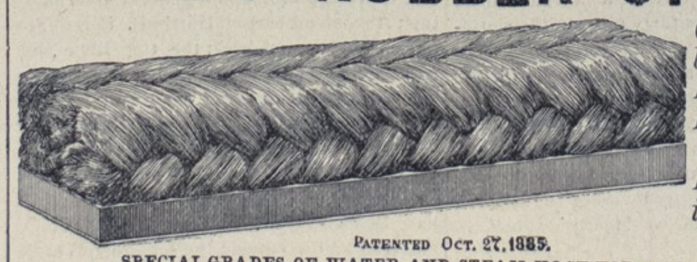
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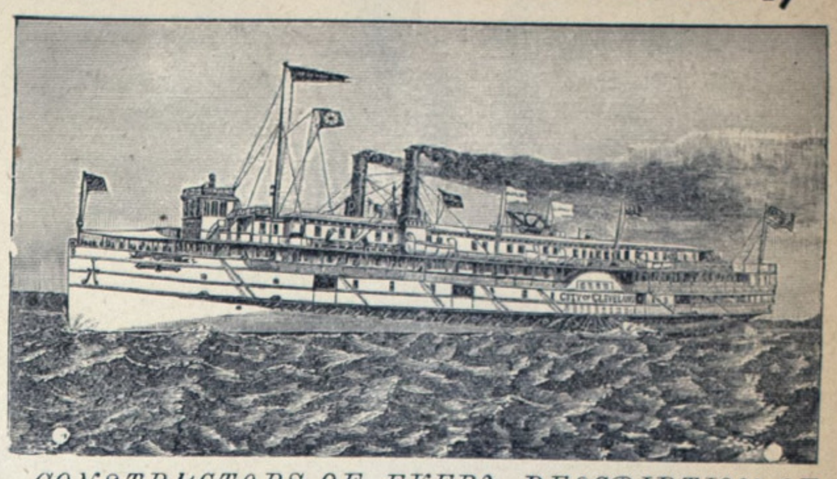
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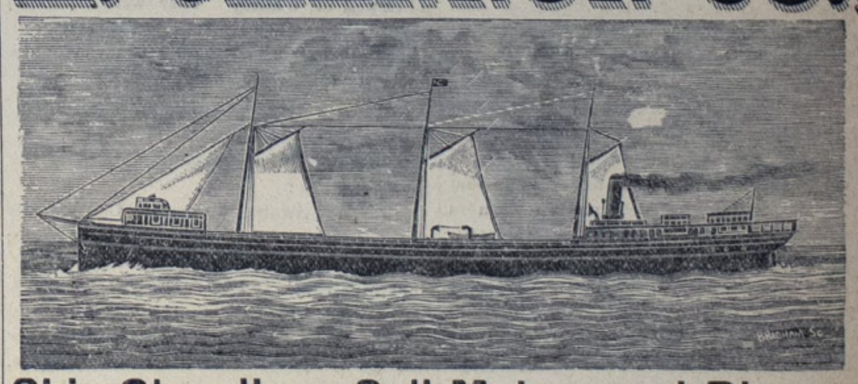
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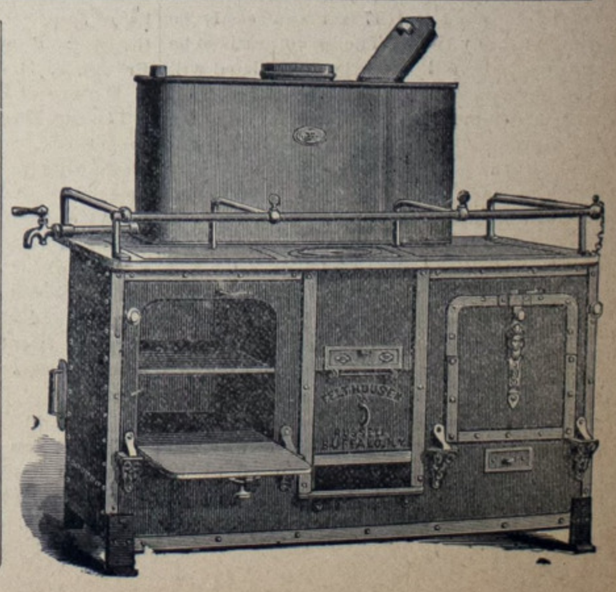

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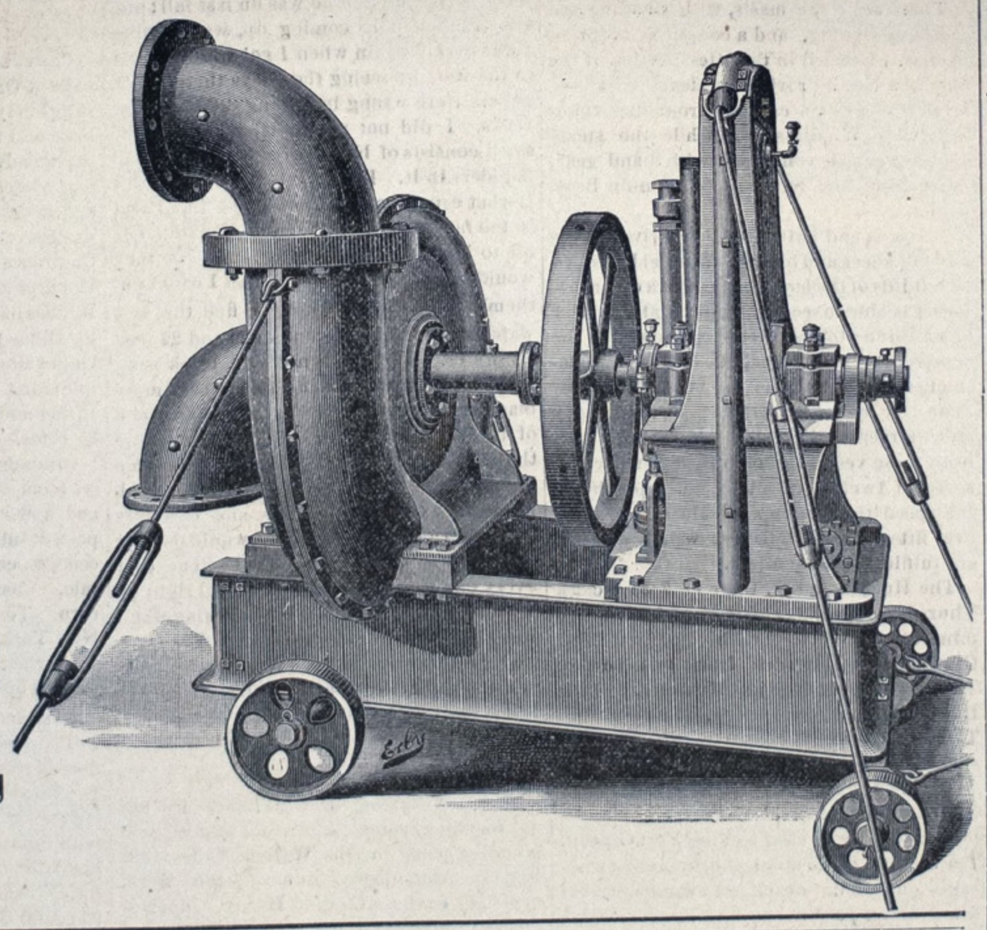

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THE SCHOONER LEN HIGBY—For sale cheap. Capacity 55,000 feet of lumber. Sails and outfit in good condition. Repairs made in 1887. Address D. A. BOELKENS, 92 and 94 Third Street, Muskegon, Mich.

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FIRST-CLASS in every respect. Nearly new. Capacity—400,000 feet lumber, 650 tons of ore, 700 tons of coal, 25,000 bushels of grain, and in addition the best tow boat on the lakes and the most economical of fuel. Present owners no further use for her. Address LUMBER, care of Clowry, S. W. Div. P. O., Chicago, Ill.

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Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

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THOMAS WILLIAMS, Associate Editor.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, MAY 17.

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ORGANIZED IN 1880.

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Ninety-five sail and consort, aggregating.60,089 tons.

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MARINE RECORD—OFFICIAL PAPER.

DON'T GO OFF AT HALF COCK.

The Marine Record, while commenting on San Francisco affairs and denouncing the unholy way of procedure on the part of the Sailors' Home and boarding-house rings, attaches the greater amount of blame for the sorry state of existance to the sailors themselves, and says:

"Our opinion is that if men are so entirely devoid of common sense as not to be accountable for their actions while in port, then no amount of legislative safeguards could or ought to protect them from the consequences of their own deliberate acts.

The editor of the Marine Record no doubt knows how to keep sober and respectable and in good trim, so do a great many of us; but the editor of the Marine Record also knows, or should know, what a task it is for the minority of sober and thoughtful men to guide the vast majority of their brethren, who are yet a peg behind into the right channel, and still this is being done rapidly, in spite of all the obstacles which confront us

To land the blame of their wrongs on the shoulders of the sailors because of their own degradation, without considering the cause of its existence and perpetuity, is like endeavoring to justify the big brute who, on the merit of his superior physical constitution will knock down the first little fellow whom he meets on the street. We hold that those in a community who are intellectually and morally weaker (if such be implied) than than others should be as much protected from the outrages and plunder at the hands of subtle rogues as a physically weak person is protected by law from the brutal assault of his physical superior. As far as "safeguard" for sailors' wrongs on the Paeific coast are concerned, here is an example:

THE ALLEGATIONS AGAINST THE PORT TOWN SEND SHIPPING COMMISSIONER.

WAshington, May 2.

Reputable citizens of Washington Territory have forwarded charges to Washington reflecting upon H. W. Bash; the shipping commissioner at Port Townsend.

They allege that Bash has been a party to many abuses against seamen, permitting them to be shanghaied and shipped while in a state of beastly intoxication. He is lso represented as being the friend of powerful mill owners, who own all the large vessels doing business at the port and working in their interests against the poor sailors

Affidavits as to the commissioner's delinquency will be filled with the President.

Now let the Marine Record crack its whip!
—*San Francisco Shipping.*

We do not usually indulge in the enjoyment of whip-cracking, nor any other unjournalistic method of doing business, and we fail to see why the shipping affairs, etc., of the port of San Francisco should be carried several hundred miles away and yet made applicable to that port. Nor can we for one moment hoist aboard the complete system given above for regulating and supporting the actions of any man or class of men who are incapable of controlling their own actions. Surely the author of the above has mistaken his mission in this free and enlightened age and country, when he deliberately destroys the free agency of the men who sail under the American flag, and certainly his argument would hold just as good if he went out in the highways and byways of the world and warned all manner of men not to part with their money or services until he had a chance of advising with them on the propriety, etc., of their so doing. Yet aside from all this when Jack has shipped and is outward bound, he usually takes an extra wet to make him feel better satisfied at leaving port, and the fact of a sailor joining, being placed, or carried on board of a ship in a state of intoxication does not show that he is being shanghaied but frequently proves that others are assisting him when he is incapable of attending to his business himself.

THE HUDSON.

This new steel steamship built for the Western Transit Co., by the De roit Drydock Co. is one of the finest boats ever turned out by them. Her dimensions are length over all, on the spar deck, 304 feet, her beam is 41 feet and her depth 26 feet. She is double decked the entire length, with orlop decks forward and aft, with a double bottom, framed on the longitudinal and bracket plate system, extending 216 feet fore and aft. She is divided into four separate compartments each fitted to carry water ballast. The lower hold is divided into eight compartments by water tight bulkheads. The boilers and coal bunkers are located in hold No. 5. while the engines are in No. 6 hold. The coal bunkers in the hold and the houses around the boilers and engines between decks are entirely of metal. The engines are of the triple expansion pattern, and of the Detroit drydock build. The diameter of the high pressure cylinder is 23 inches, the intermediate 36 inches, and the low pressure 62 inches, with four-foot stroke of pistons. The intermediate and low pressure engines are provided with steam jackets, with combined steam and hydraulic reversing gear. The shaft is 13½ inches in diameter, and all couplings are solid forged. She is equipped with a sectional propelier 13½ feet in diameter, and an eight inch centrifugal pump, so arranged as to discharge water ballast and pump from each and all of the cargo holds in case of accident. There are two cylindrical double ended boilers, 11½ feet in diameter, 18 feet long, and each containing four furnaces 42 inches in diameter and 7 feet long. They are constructed to withstand a working pressure of 150 pounds to the square inch. The two stacks are 60 inches in diameter, and departing from the general order, are built fore and aft, ocean style. There are any number of supernumerary engines to work the steam hoisting and steering gear. Hand winches are provided in the usual manner.

There are three masts, with standing and running rigging, and a complete outfit of canvas. Located in the after portion of the ship is a No. 7 Providence steam windlass, as well as a steam capstan from the American Ship Windlass Co., while the steam steering gear is combined with hand gear, spare tiller, and tackle of Williamson Bros. patent.

The laps and butts are double riveted, the butts of sheer and bilge strakes treble riveted two-thirds of the length. In short a casual observer is able to see at a glance that a quarter of a million dollars is well represented in the construction of this freight carrier. Her contract called for an increase of one mile per hour over that of her sister boats, the Albany and Syracuse. In view of the fact that both these vessels were built for an average speed of twelve and a half miles per hour, the speed the Hudson attained, a friction over fifteen miles, tells how well her builders fulfilled their contract.

The Hudson left St. Clair at 7:35 o'clock Thursday morning, and in one hour and ten minutes passed under the light at Fort Gratiot. The distance from this port to Thunder Bay light is just 150 miles, and the Hudson made it in ten hours, with two stops. This stretch, the only one traversed unobstructed by fog and thick weather, was made on an average of over fifteen miles per hour. Mackinaw was passed in sixteen hours and forty-five minutes after leaving Fort Gratiot. The distance is 245 miles, and, including stoppages on account of fog, an average of over fifteen miles per hour was attained. When the ship rounded the Waugoschance it set in thick again, and her engines were checked. It is certain that the new boat, when she is oiled up to her work and her machinery has lost its stiffness, will press sixteen miles very hard. She is the finest boat ever built by the Detroit Drydock Co., and though a model of marine beauty, was built to be more useful than ornamental. She will be able to enter the river with a cargo of 2,700 tons.

The Hudson is officered as follows: Robert Jones, captain; Robert Murray, first officer; George Malcomson, second officer; Henry Hess, chief engineer, and George Vogt, second engineer. In all, there is a crew of thirty men, including the officers. There are six firemen, one oiler, eight deck hands, three lookouts, two wheelmen, and three in the steward's department.

THE MERRIMAN DRESS.

To the Editor of the Marine Record:

In his letter to you of the 10th inst. "ex-surfman" speaks of our Merriman dress in a certain life saving station that was unsafe. I want to ask him if it was necessary for a person to nearly drown himself in the dress to find out that it was not in good repair? If I remember correctly it is the keeper's duty to have such needed repairs attended to and take the regulations of the service as their authority for so doing. The same would apply to repairs to the aparatus cart and all other urgent and necessary repairs. As to his assertion that Mr. Kimball was the means of "raising etc. is anything but true." I would have him clap a stopper right there and then turn to the report of the service for 1881, pages 89 to 93, and see how forcibly Mr. Kimball calls attention to the needed increase of pay etc. I think it is necessary to have as many surfmen at a station as is necessary to man the boat, and a crew that can handle a boat is sufficient to handle the beach aparatus.

If practical men were not at the head, I do not believe the United States life saving service would stand at the head of all countries, as it does today.

Does he find anything in my former letter about surfmen dockwholloping? I would advise him when he makes a quotation to stick to the text, and to brush up a little on the history of the service before he attempts anything further.

EX-KEEPER.

BAR POINT SHOAL.

The following letter giving location of Bar Point Shoal should be studied carefully by mariners.

BOIS BLANC ISLAND May 10.

Captain Geo. P. McKay, Cleveland, Ohio.

Dear sir:—I will enclose you a small sketch of the shoal at Bar Point, showing the buoys as they now are and where I think two buoys ought to be placed. I went out yesterday and sounded the place all over. I found the shoal to be about 80 feet in width by 600 feet long; when I was placing buoys there last week I found hardly fifteen feet of water, and yesterday the water was up a little, it was a little over fifteen feet; it is directly in the range between Bar Point and Bois Blanc lights, the upper end exactly opposite the second red spar buoy in going down and extends 600 feet south; when I was there yesterday, I placed two small buoys for sounding, one on each side of it. The steamer Tioga was coming out from the river and running directly on the range, and was going to pass between the buoys right over the shoal when I signaled to him to pass to the west of us. When I told the captain there was only fifteen feet of water there he said that must have been the place he was on last fall; and the Philadelphia coming up, was coming right over it again when I got him to pass to the west by seeing the buoys there. The papers were wrong in saying the shoal was rocks. I did not report it as such. The shoal consists of hard pan with a few small boulders in it. I am now satisfied that this is what causes so much trouble at Bar Point in the fall of the year. It would be impossible to keep a buoy on that shoal as they would be carried off faster than I could put them there. In sounding I find the best water is to the west; I found 20 and 22 feet of water. We have only one black spar now. I think what is needed is two more black spars, one at the opposite upper end of the shoal and one at the lower end, and then the boats could go half way between buoys and shoal and find a good channel. If buoys were placed there and carefully watched I do not think there would be any more trouble. They ought to be gone over every day, for when I left buoys all right on Friday when I went back on Wednesday I found one was gone altogether and one carried a mile away. I have reported it fully to the marine department and will let you know their decission. Yours truly,

ANDREW HACKETT.

The new steamer E. B. Wilbur, now fast approaching completion at Cleveland, will take her place in the Lehigh Valley line. She is pronounced one of the finest modeled crafts. Captain Henry, superintendent of the line, has spared no expense in equipping her with every modern appliance that will give her speed, safety, and comfort. Those who have seen her say her lines are as near perfection as is possible, and great things are expected of her.

The MARINE RECORD comes to our table enlarged and improved, making the third enlargement in eighteen months. The RECORD is the best authority on marine matters, has a large crop of corespondents, is spicy and well edited The News extends congratulations.—Ogdensburg News.

REMINESCENCE.

Special Correspondence to the Marine Record.

It is sometimes interesting to the readers of marine news to listen to accounts of the experience of those who sailed the passenger steamers before railroads were so numerous. Being connected with the railroads in the early days brought me into the society of those who braved the treacherous waters of Lake Erie, (in those days vessemen and captains of steamers and railroad men were congenial companies.) In the summer time when business called me either to Buffalo or Toledo, I accepted many of the cordial invitations to take a trip on the water avoiding the heat and dust on the road. On one of these trips a very ludricous scene occurred. It was in the 70's on propeller Pacific, Captain Ed. Kelley. A strong northeast wind, had been blowing for three days but when we sailed the wind had died down, but a heavy dead swell was encountered outside. We had on board some twenty-three passengers, consisting mostly of lady school teachers. They all congregated in the stern of the boat. Captain Kelley advised them to go forward, explaining that when we got outside the engineer would blow the water out of the boiler and would cause the cold water to be thrown on them if they remained where they were. One of the fresh ones remarked, oh we are all right, we are old sailors, and never get sick. But Kelley looked her in the eye, (and inwardly said we'll see.) He requested me to remain and take care of the corpses. We had no more than got outside the pier when the hot water from the boiler was fired out and striking the cold, water soon sprinkled the fair maidens more thoroughly than a regular baptism. You all know in the shallow water just outside the pier before you get your offings how a boat will roll, well the Pacific was no exception and in an audience could have witnessed the acrobatic performance of those school marms it would cause a laugh and the curtain would have to be rung up. They all go on their hands and knees and tried to crawl to their state rooms but it was no go. After getting the boat outside Captain Kelley came down and between us we get them all in their rooms. Each and every one expressing a desire say New York besides saying a great deal about dying. To be brief I will give one of the funniest scenes I ever witnessed. After getting the ladies all comfortably fixed I went down to visit with the engineer. Had been with him but few minutes when a fireman came up out of the hold and went to the gangway to get a pail of water. Just as he threw his pail into the water an old gentleman, directly over his head on upper deck, got tired of the load on his stomach and yelled New York and dropped it. The Irishman yelled "hould on up there till I get me pail in," another response from above New York, peanuts, benanos, etc. The wind and water made such a noise of course the aged, afflicted old man could not hear and every time Pat repeated his request he met with the same response. I have laughed heartily and laughed long but I never reached the point of hysterics until witnessing this act. After passing Fairport we got into smooth water and our journey thereafter was peaceful and quiet. More anon.

WARREN.

LAKE FREIGHTS.

CLEVELAND, Ohio, May 16.—More tonnage at Ohio ports was taken by Buffalo coal shippers yesterday, the dealers here who have coal to go to Lake Michigan refusing to pay an advance in rates. There is a great deal of coal here Escanaba ore carriers are still in demand at 90 cents, and the vessel owners refuse to take $1.15 from Marquette. Charters are: Propellers H. S. Pickands and Hopkins and schooners Eliza Gerlach, John B. Merrill and St. Lawrence, ore, Escanaba to Ohio ports, 90 cents; propellers J. H. Outhwaite and J. H. Farwell, coal, Buffalo to South Chicago, 85 cents; schooners J. H. Rutter and Genoa, coal, Buffalo to Milwaukee, 85 cents.

CHICAGO, Ill., May 16.—[Special.]—Vessel room was offered more sparingly today, and under moderate inquiry; rates were reported fully steady at 1¼ cents on oats, 1½ cents on corn and 2 cents on wheat to Buffalo. Charters: To Buffalo, Fred Mercer, corn. To Midland, Mary D. Ayer, corn. To New York, C. J. Kershaw, corn and oats. To Sarnia, Stimpson. Total capacity, corn, 162,000 bushels; oats 25,000 bushels.

BUFFALO, N. Y., May 16.—[Special.]—Coal freights were steady, with a good demand for tonnage. Charters: Propellers R. R. Rhodes, James Pickands, J. H. Outhwaite, for South Chicago, 85 cents; Sparta with Sumatra, Havana with Helena and Albany, for Chicago, 85 cents; schooners Genoa, for Milwaukee, 85 cents; Exile, for Racine, 90 cents; H. Wolfe, from Erie to Milwaukee, 80 cents.

Canal freights are quiet and unchanged.

DULUTH. Minn., May 16.—[Special.]—Capacity to the extent of 108,000 bushels, now in the harbor, was taken out at 3 cents and 100,000 bushels to arrive was taken out at the same figure. Two ore engagements at $1.25 from Ashland are reported here.

The weather is warm and clear. The wind is from the west.

EAST SAGINAW, Mich., May 16.—[Special.]—Freight rates are firm and unchanged. Charters were made today on the following rates: Bay City to Buffalo and Tonawanda $1.75, Saginaw to Buffalo and Tonawanda $1.87½, Bay City to Ohio ports $1.50, Saginaw to Ohio ports $1.62½.

LAKE CARRIERS' ASSOCIATION.

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

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MARINE RECORD—OFFICIAL PAPER.

NOTICE TO MARINE MEN.

LATE official charts, showing the straight channel, now being dredged, and soundings in bay and river are for sale by

GEO. E. HARDY, Marine Collector,
207 Madison street, Toledo, Ohio.
Price 50 cents by mail.

WANTED a small passenger steamer, capacity 50 to 75 passengers; also small tug not to draw over 3½ to 4 feet of water. State lowest prices
SHAW TRANSFER CO.,
East Saginaw, Mich.

FOR SALE.

MARINE Engines—One 4x4 and 4x6 with boiler 28x50, will be sold at reasonable price. Two screw wheels, one 20 inches and one 26 inches.
Address C. G. ORTH, 560 Pearl street,
Cleveland, Ohio.

FOR SALE

CHEAP.—The hull, engines, boiler and outfit of the burned tug Paddy Murphy, as she lies in Dover Bay. Two H. P engines, 17 square and boiler 14x6½ and were first-class in every respect, Call or address
WARNER & BECKER,
Room 10, Arcade Building, St. Clair St.,
Cleveland, Ohio.

[*Around the Lakes Continued from 1st Page.*]

SAULT STE. MARIE.

The opening of navigation this year has been delayed considerably beyond the average time. However, though it has opened from points below, it can hardly be said that it is open from points above. It is attended this year with the sinking of one of the first boats to pass through the lock and canal. The first boat arrived here Tuesday and among the number that followed within a few hours after was the M. R. Warner, the consort of the steam barge Fred Kelly. The Kelly and Warner passed up Wednesday with many others and made good progress until Waiskai was reached when great difficulty with the ice was encountered. It has been difficult to learn the exact condition of affairs there, however, it is known that the ice was blown out of Wasikia Bay into the entrance of the river into the bay and a great jam resulted through which no boats were able to pass. Boats arriving up passed on through the canal and up the river, and yesterday it is thought a fleet of probably twenty boats was fast in the ice at the entrance of the bay. There were many rumors to the effect that several boats had been crushed by the ice, and were badly damaged. However, the Warner is the only boat that seems to have succumed to she pressure. It was stove in by the ice and rushing in she sank in about eighteen feet of water. As near as can be learned her deck is above the water. Assistance was sent for at this point and the tug Andrew J Smith with a steam pump aboard, was sent up Thursday night. Just how serious the injury is cannot be learned.

It is thought, however, that the boat is stove in near the water line and that she can be brought back here and of her cargo which is coal bound for West Superior and the vessel taken below for repairs. The Warner is owned by Bradley & Johnston of Cleveland. Her capacity is 665 tons and she was built in Toledo by Bailey in 1873. She is rated A 2 and valued at $24,000. Her captain is Jos. Lampau.

The first boat to reach the docks at the Soo this year was the Ossifrage, however, she was closely crowded by the Minnie M. A large number of people gathered to welcome the boat and witness the race up the river by the two boats. The usual salute was fired from the fort.

The Minnie M. had she not stopped for passengers after leaving the ice would have been the first to arrive beyond doubt.

PORT HURON.

Special to the Marine Record.

The Phœnix Iron Co. are building an engine and boiler for Pringle & Holland; size of boiler is 12x16, scotch pattern; engine 27x50 by 40; also one for the T. S. T. Co., size of boiler 9½x16 feet, thickness of steel ¼ inch to stand a pressure of 160 pounds of steam.

The ferry, Beard is receiving a new outboard shaft at the Phœnix Iron Co.

The tug George Hand came here from Oscoda to be docked and have a new shoe and rudder pin.

Tug Castle is in the Wolverine dock to have her stern iron repaired.

The passenger steamer A. J. Wright is being converted into a tug at the Wolverine; she will tow rafts on Lake Superior.

ED.

Captain of a harbor tug says he can tell one that will knock all of them into a cocked hat. I think it is about the diamond; he has promised to give it to us the next time the tug is wind-bound.

DETROIT.

Special to the Marine Record.

The propeller Northerner was aground at South-east Bend last Monday.

The steamer Aurora with the Adams and Dows passed up with coal; the tow had in cargo 7,000 tons of coal.

The steam barge Cleveland, ashore at Hammond's Bay, coal laden and full of water, was released Monday by Grummond's wrecking tug Leviathan.

Geo. Elsey, jr., manager of the Grummond line of steamers, was in Cleveland Tuesday to see about raising the steam barge Mary Pringle, which sunk Sunday at the foot of St. Clair street. She will be pumped out and raised.

The Milton D. Ward will make her first trip Sunday; she and the Idlewild will form the Star Line between this port and Port Huron this season. The Ward has been thoroughly overhauled this winter; her engines have been put into first-class condition by Messrs. Samuel F. Hodge & Co., and her cabins have been made 12 feet wider by tearing out fourteen of her state rooms, making a fine large roomy cabin, which will be furnished with new carpets, chairs, settees, and everything necessary to put her in first-class condition for a day line boat; she will be commanded by Captain Geo. King and Joseph Kollinger will be chief engineer.

Messrs. Parish Bros. & Peck are doing considerable work furnishing steamers with their electrical marine signals; they have just completed the work on the steamer Gettysburg and have closed a contract with the M. C. R. R. to furnish other steamers and buildings with their system.

This spring Thomas McGregor boiler works have furnished marine boilers for the steamer R. C. Brittain, size 8x11; Justice Field, 12x13, and the new boat just launched by Mr. Oads for Charles Hebard 12x12½; they are now putting in a steam riveting machine for doing marine work.

Captain Lewis Lemon has severed his connection with the Ruelle tug line; bought Captain Ruelle's interest in the tugs Quickstep and C. D. McKinnon and with an office at 303 Atwater street, started what will be known as the L. Lemon Line; the Ruelle Line will continue business with the tugs Carrington and J. L. Miner.

Samuel F. Hodge & Co. are doing considerable marine business this season; they have the Everett for repairs to rudder shoe and a loose wheel. This spring they have furnished engines for the Sioux City, built for Captain Wm. Owen of Chicago; for Captain Hawgoods' new boat, two boats for Ward's line, one for Lynn, one for Manistee Lumber Co., and are rebuilding the engine of the steamer Minneapolis, converting her from a low pressure condenser into a steeple compound.

At the yard of John Oades they are making some repairs on the yacht Louisa; putting on new rail, reducing her spars and converting her into a steam yacht.

The steambarge H. D. Coffinbury went on the Lime Kiln crossing at noon Friday. She was released without damage by the steamer Saginaw. The Coffinberry had two consorts in tow, all bound up loaded with coal.

Captain Thomas Currier, of Port Huron, has purchased the propeller California, now lying in the bottom of the Straits of Mackinac, where she founderd last fall with several lives lost. He will go with a full wrecking outfit to raise her about July 1.

The tug Mocking Bird, now at Marquette, will bring to Bay City the wrecked steamer Arizona and the barge Plymouth for rebuilding.

The schooner P. S. Marsh, grain laden for Buffalo, in tow of the tug Kate Williams collided with the steambarge Nahant early Saturday morning in the river below here. She is now lying at Springwells dry dock leaking badly.

The steambarge Germania went aground between Grassy Island and Canadian shore in Canadian waters. The wrecker Saginaw worked at her all day; her consorts are scattered around. She went on about 7 o'clock and is listed considerably.

The steamer Algomah is in dock at the Detroit dry dock foot of Orleans street having her annual overhauling; she stands the ice at the straits well.

The Owego, the Union Line's new boat, ran from the Lime Kiln to Buffalo, a distance of some 235 miles, in seventeen and one half hours, breaking the record of freight boats by one and one-half hours. This time has not been made since the Michigan Central Railroad took off its big side-wheel boats upon the completion of the Great Western Road in 1857. The Owego will reach Chicago Thursday or Friday, when Agent Morford will hold a sociable on board.

An event of much interest to the marine fraternity was the launch of the new steamer J. Emery Owen, built by the Detroit Dry Dock Co., for J. Emery Owen of this city on Tuesday May 15. This fine ship is 271 feet over all, 254 feet 6 inches keel, 36 feet 6 inches beam, 22 feet depth of hold, and will carry 2,600 tons on 15 feet draft; her engines built by the Dry Dock Engine company, are triple expansion high pressure cylinder 19 inches, intermediate 30 inches, and low pressure 52 inches, with a stroke of 40 inches respectively. She has two Scotch type boilers 11x11, allowed a working pressure of 140 pounds of steam to the square inch. Her wheel is a four bladed propeller built by the Dry Dock Engine company, 12 feet diameter and 14 lead; she is fitted out in the most improved modern style, with an improved Providence steam windlass and capstan from the American Ship Windlass company, a steam steerer of Williams Bros'. patent from Philadelphia, Pa., and steam hoist built by the Dry Dock Engine company, is also provided with three spars fore and aft rig for use when necessary, and also for derricks in hoisting cargo in and out and a steel boiler house; her cabins are handsomely furnished; the main saloon and captain's room are finished in butternut. This boat, although not so large as some launched this season by the company, is strong and staunch, giving evidence of superior skill and workmanship; she has iron stringers, iron sheer strake, and is diagonally strapped and has in her model the combined advantage of strength and beauty; she is expected to make about 11 miles per hour. There was a very large crowd on hand to witness her baptism, and at 4 p. m. to the minute she started, sweeping easily and speedily into the river amid the whistles of tugs, factories, locomotives, and the cheers of the spectators. Among those present were Captain J. Emery Owen, E. M. Peck, A. A. Parker, James Millen White, all of whom pronounced the ship a very fine specimen of lake craft and heartily congratulated owner and builders on her fine appearance; she was drawing 7 feet 7 inches forward and 7 feet 10 inchas aft. Captain Philip Young will have command of this noble craft and is justly proud of his boat. Mr. James Kendall will be chief engineer. This boat has cost $135,000 and the wish of your correspondent is that she may have fair winds, good freight, and be a source of much satisfaction and profit to all interested.

The new steamer built for Charles Hebard, of Pequaming, was successfully launched from Oade's yards Saturday afternoon. The flag furled at her foremast held the secret of her name. At 3:20 o'clock as she left the ways the secret was disclosed. The flag unfurled from the foremast bore the name of the owner, Charles Hebard. Her name was as much a surprise to him as it was to the public, as her captain, James Parsons, had charge of the christening The Hebard is one of the finest barges of her size afloat. She is 182 feet keel 196 feet over all, 34 feet beam, and 13 feet 6 inches depth of hold with a capacity of 700,000 feet of lumber. The vessel has been supplied with all modern improvements-including Providence steam windlass and capstan from the American Ship Windlass Company. Her engine is a compound, with Scotch boilers. She cost $80,000. The Hebard will be placed in the lumber trade, receiving most of her freight from the immense pine tract, owned by Mr. Hebard, who is the possessor of over thirty-five miles of uncut pine.

John McGregor & Sons. have just completed a steel boiler, 9 feet diameter 15 feet long, of the fire box type to carry 110 pounds of steam for the new steambarge James Dempsey now building at Gibralter. Have also completed a new steel boiler 12 feet diameter and 16 feet long, fire box type, with double fire box, for the steamer Pearl.

BUFFALO.

The new steambarge Robert Mills was launched safely at noon Saturday at R. Mills & Co's yard. She is 280 feet over all, 40 feet beam, 22 feet hold She diagonally strapped, has inside steel arches, and steel plate on either side keelson. Her engine built by Trout, is a fore and aft compound cylinders, 28 and 50 by 48 inch stroke. She has two steel boilers, each 16 by 6½ feet. Her shaft is 11 inches and wheel 12 feet diameter. She will have a Providence steam windlass, capstan and Williamson Bros. steam steering gear. She is owned by R. Mills & Co and others and will carry 2,200 tons freigh on 15 feet, and be commanded by Peter J. Kenny.t She will be finished in three or four weeks. The steamer Owego came down from Limekiln crossing in 17½ hours, the best ever made by a screw steamer.

First complaint of shortages were made Monday. The Langell and consort, Middlesex, from Green Bay, were short about 800 bushels, and the barge H. C. Church was short 169 bushels on 23,000, from Port Huron.

The new propeller Robert Mills was launched at three o'clock Saturday afternoon at the yards of R. Mills & Co. The day was all that could be desired and the launch was a success. When the ropes were cut the large boat easily and gracefully swept off the stocks into the slip, and for a brief time was partially hidden by the upheaved water. The bow got the better of the start and struck the water first, but the stern got there in good time and the boat quickly righted. It was towed out into the creek where it will remain until finished.

Work was begun on the Robert Mills in August 1887. In about two weeks the craft will be finished and ready for service. The Mills is the largest, and one of the staunchest and best-built boats ever turned out of the company's yard. She measures 270 feet over all, or about 13 feet more than the Wyoming. She is diagonally strapped. The main-chord is 15x¾ inches and the inside arches are of the same size. The deck beams are diagonally strapped. The keelson has steel plates on each side 18½ by ¾ inches.

The tonnage of the Mills is estimated at about 1,9000, the carrying capacity is 80,000 bushels of wheat. The boat was built under the direct supervision of Superintendent John Humble, and cost $130,000. It is owned by Mr. Robert Mills and others and will be put into lake grain service or will carry ore, which-ever will yield the largest profit.

The first complaint of shortages for the season has just been made. The propeller S. Langell and consort Middlesex from Green Bay were short in the neighborhood of 300 bushels on 23,000 bushels of wheat from Port Huron.

The only names of lake vessels changed during the past month is the propeller Champlain to City of Charlevoix, and the Jay Cooke to City of Sandusky.

The office of Cox Bros. in the Coal and Iron Exchange will be ready in a day or two. Mr. A. B. Eldridge is manager.

The propeller Waverly was not injured by getting ashore above Kingston. She is already in Ogdensburg.

The tug Moore of Maytham's Line will be commanded by Captain Charles Nash, for several years engineer in the line. The tug James Ash, which is receiving a rebuild, was launched Monday.

The dock at the foot of Main Street is still partly blockaded for repairs, but the new switch tracks are becoming more passable.

At 3 o'clock Sunday morning a grain-shoveler named Cornelius Collins jumped into the hold of a barge unloading grain at the Erie elevator. He was drawn by suction against the elevating leg, and both his legs were cut off below the knees. It is thought he will die.

The D. J. Foley started Sunday for Chicago, towing the American Union. Her machinery gave out and she returned to Detroit, and the Union went on alone.

The Lehigh Valley steamer Oceanica went to load coal after completing large repairs. She got inside steel arches, solid topsides, complete refastening and recalking. The steamer F. W. Wheeler got a new trout wheel in place of the Hodge wheel, to better fit her for towing the schooner Ashland.

Coal freights were firm at 85 cents to Chicago and Milwaukee. Agents are trying to get vessels from Ohio ports. Charters: Propeller Monahansett, for Chicago; schooners Massasoit and Penokee, for Milwaukee. Rates to other ports unaltered. Canal freights are dull and weak. Wheat to New York at 4 cents, and corn at 3¾ cents. Oats, 3 cents.

At 4:30 Monday afternoon a fire broke out in the lower hold of the steambarge P. H. Birckhead, lying at the lumber dock. It caught in lath directly under the boiler, but was soon put out by the fire tug flooding the hold up to the furnace. The damage cannot be told until she is unloaded, but will not be heavy.

The report that the propeller Waverly was ashore on Long Point on the Canadian side of Lake Ontario, near Kingston, set everybody talking of the ill-luck Captain Hulligan is having. This makes the third time his vessel has been ashore on her round trip from Ogdensburg. Her condition was not known here yesterday.

The new propeller Lackawana, built by the Cleveland Ship Building Co., will be here on her first trip for a mixed load to Lake Superior next week.

The steam power will be furnished by two Trout fore-and-aft engines of the most improved pattern, with 28-inch high pressure and 50-inch low pressure cylinders, with 48-inch stroke. The steel boilers are of the best pattern, of three-quarter-inch plate, the shell being 9½x16½ feet. The boilers are designed for a pressure of 145 pounds of steam.

MILWAUKEE.

Special to the Marine Record.

The captain of the steamer Clarion was the cause of quite a serious accident yesterday. It seems he had a small load of package freight to unload at this port and in his hurry to get out he came in too fast. When he tried to turn from the straightout he found his boat too light to answer her rudder, and in consequence he cut into the schooner Mongaugon, lying at Benjamin's coal dock, and she sank in about three minutes. It will probably cost in the neighborhood of $8,000 to get her in shape again.

The steam barge May Durr stopped here on her way from Chicago to Midland to get her air pump packed and to take the barge Gray Oak in tow. She left Thursday night with the Halsted and Gray Oak for Midland. On her run from here to Chicago, light, she averaged 12 miles and it is expected she will make a very fast boat. She is furnished with a new style Sheriffs' wheel and it is pronounced a success.

The new barge Arcadia, owned by H. Starke & Co., is ready to leave. She is also furnished with machinery from Sheriff's.

The Milwaukee Ship Yards Co. has commenced to raise the frames for the duplicate of the Omaha and she will be pushed to completion as fast as possible. They are also building a sand scow to replace the sand scow Josephine, lost some time ago. She is to be furnished by a 16x18 engine and 6 foot wheel from Sheriffs'.

The fine steam barge Thomas Davidson is about completed and makes a handsome appearance. She is as fine a boat from keel to the balls on the mastheads as any boat ever turned out on the lakes excepting the fast liners. Her engine furnished by Hodge, of Detroit, is a fine piece of machinery and does credit to their reputation for fine work. This boat, it is hoped, will overcome the faults of the Wolf, built by Wolf & Davidson last year, as she is forty feet beam on water line and 42 feet on the rail and 36 feet on the water line.

The Mills Tug Co.s' boat, building at Sheboygan, is nearing completion and will be ready for sea about August 1. S.

P. B. Whittaker & Sons, of Detroit, owners of the sunken schooner Monguagon, arrived here Monday, and will make arrangements to raise the vessel. It will take nearly $5,000 to raise the boat and make repairs.

The tug Lawrence, of Sturgeon Bay, has been purchased by Alderman John M Coy and James Bannen, of this port, for $5,500. She will hereafter be employed in towing sand scows here.

The new steamship Thomas Davidson was launched last Thursday afternoon. The Davidson, named after one of her owners and builders, is the largest vessel ever built at a Lake Michigan port. She is 283 feet keel 41 feet beam, and 23 feet molded depth. Her engine is a triple expansion, with cylinders of 20, 32, and 54 inch bore and 52 inches stroke. She is expected to carry 90,000 bushels of wheat or 2,500 tons of ore. Her cost complete will be about $150,000.

While lying at anchor off Old Mackinaw the Helena was run into by the barge Mabel Wilson, drifting with the ice. The Helena had her bowsprit carried away and a large hole stove in her port bow. It extended down to the plankshear and she made water so fast that it was necessary to use canvas to stop the flow of water. The Helena reached here Friday afternoon with the Havana. The Wilson lost her headgear.

The Owego was the first vessel from below to reach Milwaukee. She beat the Jewett and Tioga out of sight on the run here from the straits, the former arriving here an hour and a half after the Owego, while the Tioga continued on to Chicago. With a head sea all the way up this lake the Owego averaged fourteen miles an hour, indicating her to be the fastest propeller on the lakes.

PORT HURON.

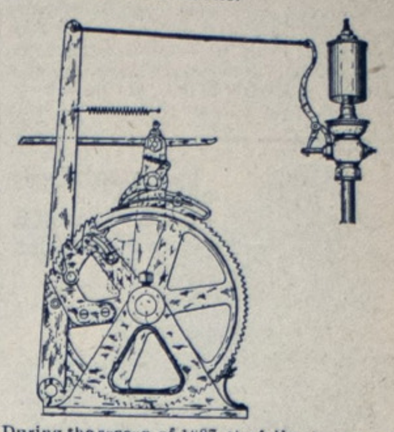
Captain Straps, of Algonac, says he, when a boy, run a fishery for his uncle on the St. Clair river, and Captain Cassiday, of the schooner Saginaw, had the misfortune to loose a valuable gold watch overboard near Port Lambton; the next night when they pulled in the net there was a pickerel with a piece of chain hanging out of his mouth; they cut open the fish and there was Cassiday's watch, and it had not stopped running.

Next—this beats them all; a certain man here tells a very good story about the schooner Mary; she stopped at St. Clair City to land her passengers and freight, and when they were ready to leave Captain Burnham gave one bell and then the signal to let her go; the engineer was mad and gave her all steam and she turned over so fast that the herring could not get away, and the wheel cut the heads off of two, and scaled one. He has good citizens of St. Clair to swear to the story.

THE CHASE FOG WHISTLE MACHINE.

The dangers attending fogs on the lakes are well known to all our sailor men, and all know that the regulations require that, during fogs, a signal shall be sounded at regular intervals. Under the old system of fog signals, the service and close attention of a man was required at all times while navigating in a fog, and this service became so monotonous that Mr. Chase, engineer of the steamer Ohio, devised and patented a machine which, when attached to the engine, would sound the fog whistle automatically.

The cut shows the position of the machine, and its action on the whistle.



During the season of 1887, the following named steamships, thirty in number, were supplied and equipped with our machines. The same having given entire satisfaction in each and every case, we refer with pleasure, all those interested, to the owners and masters of said steamers:

Wilson Transit Line, Cleveland, O.—Steamers Spokane, Wallula, Kasota, Tower, Yakima, Missoula, Sitka.

Northwestern Transportation Co., Detroit, Mich.—Steamers Fayette Brown, R. J. Hackett, Forest City.

Cleveland Transportation Co., Cleveland O.—Steamers Sparta, Havana, Vienna, Townsend.

Bradley Transportation Co., Cleveland, O.—Steamers City of Cleveland, Henry Chisholm, Superior, E. B. Hale, M. B. Grover, J. S. Fay, R. P. Ranney.

H. H. Brown, Cleveland, O.—Steamers Smith Moore, Chas. J. Sheffield.

Owen Line, Chicago, Ill.—Steamer Ira H. Owen.

Cambria, Outhwaite, Samuel Mather, R. R. Rhodes, Columbia, Aurora.

The machine is at all times under the control of the captain; that is, if it is necessary that a signal shall be given to a passing steamer, or for any other purpose, the moment the captain pulls his wire, the fog whistle machine is thrown out of gear and will not resume its sounding until it is permitted to do so by the master.

Following is the report presented by the committee:

To the President and Board of Supervising Inspectors of Steam Vessels:

Your committee to which was referred the "Chase Fog Whistle Machine" beg leave to report: "That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safeguard to navigation.

H. S. Lubbock,
Geo. H. Starbuck,
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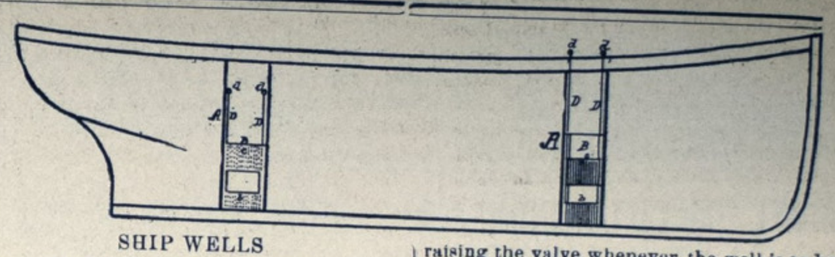

SHIP WELLS

Joseph Moffett, of Cleveland, Ohio, has received patent for ship wells, which will prove of great utility on all vessels. The specification form part of letters patent No. 381,943, dated May 1, 1888. The application filed February 20, 1888. Serial No. 264,595. (No model.)

To all whom it may concern:

Be it known that I, Joseph Moffett, a citizen of the United States, residing at Cleveland, in the county of Cuyahoga and state of Ohio, have invented certain new and useful improvements in ships, of which the following is a specification.

This invention relates to ships, and has for its object to provide a quick and ready means of getting down into the hold of loaded ships with a suction hose of a pump for pumping out the water which may, by reason of accident, as collisions, spring aleak, or otherwise, get into the hold.

It consists in providing reserve wells in the ship, reaching from the deck down into the bottom of the hull, into which the suction hose of a pump may be inserted and draw the water from the bottom, the water in the hold having access to the wells, thereby greatly facilitating the labor and reducing the expense of removing water from loaded ships without removing or disturbing the cargo. To accomplish such results I construct and attach to ships wells or communicating tubes from the deck down into the hold, substantially as shown in the accompanying drawings, in which—

The figure is a longitudinal section of the hull of a ship, showing the location and arrangement of the said wells therewith.

A in the several figuresrepresents a casing or tubing reaching from the deck *a* to the bottom of the hold of a ship, forming a well or vertical chamber. In the lower part of said casings are made vetical slots *b*, extending from the bottom upward about two feet above the said slots. A second row of similar slots *c* are also made about two feet above the said slots *b* These slots are two inches wide and oneinch apart, the bars forming a grating through which water may pass into the well. Within the casing is provided a valve, B, consisting of a box open at each end and fitted to slide snugly in the lower end of the casing. It is designed to close the slots on the inside of the casing A, and is made long enough to cover both rows of slots *b* and *c*. At the middle part of said valve are made openings in the sides, the purpose of which will hereinafter appear. To the top of said box B are attached rods D D, having eyes or loops *d* on their upper ends. The rods are designed to be used for raising the valve whenever the well is to be used, and hold it up for uncovering the slots, 8, to freely admit water into the well. The lower ends of the slots are beveled downward to prevent the lodgment of grain or other matter which comprises the cargo of the ship.

There may be made a hole in the deck over the well, which may be closed with a suitable cover, or there may be scribed a ring in the top surface of the deck to indicate the location of the well underneath. Then, when necessary for use, a hole may be cut through the deck for the insertion of the pump suction hose.

From the foregoing it will be seen that the ship having these wells may be loaded with the cargo completely surrounding the well, and then in case of emergency will be provided with a ready means of withdrawing the water from the midst of the cargo without having to remove or disturb it, the operation of which is as follows:

When required to withdraw the water from the hold, an entrance through the deck is made by cutting a hole or removal of a cover, as before stated. Then the valve is raised by the rods and secured in that position by running a rod or bar through the loops or eyes above the deck. This opens all the slots and gives ready ingress of water to the well. Now the suction hose of a pump may be inserted through the deck and passed down to the very bottom of the hull and the water pumped out.

The casing and valve shown in the drawings are designed to be made of heavy wood plank, in which case the well is made with square sides. By making them of metal they may be made cylindrical; but they should be strong enough to withstand hard blows or usage without injury.

Having described my invention, what claim is—

The improvement in ships, consisting in the combination of the casing A, secured between the deck and the bottom of the hold, said casing having the slotted or grated opening *b c* in its sides at and near the bottom, and provided with the valve B, playing inside of the casing, for closing the said slots when down, and having the middle openings, whereby when raised by the rods D free openings are made through the slots or gratings, communicating with the interior of the wells, substantially as described, and for the purpose specified. Joseph Moffett.

Witnesses.
Geo. W. Tibbitts,
F. W. Cadwell.

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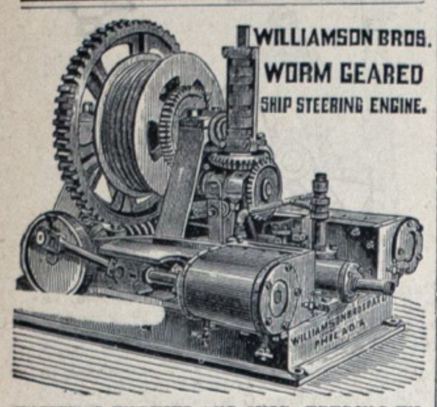

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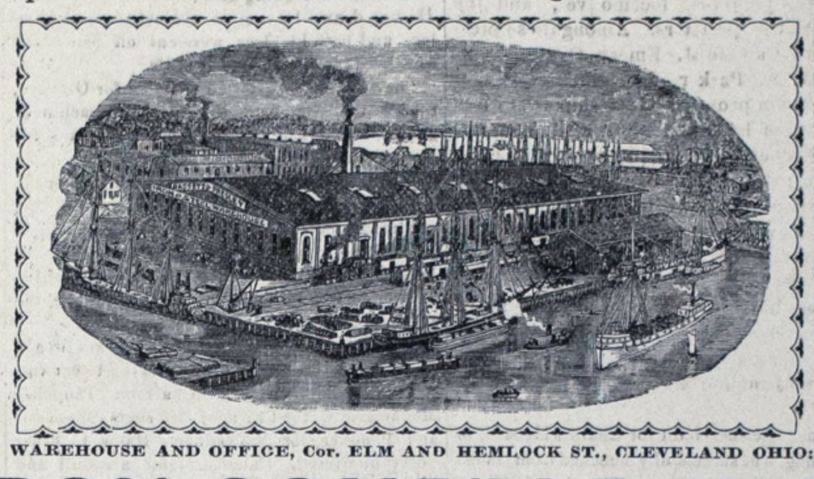

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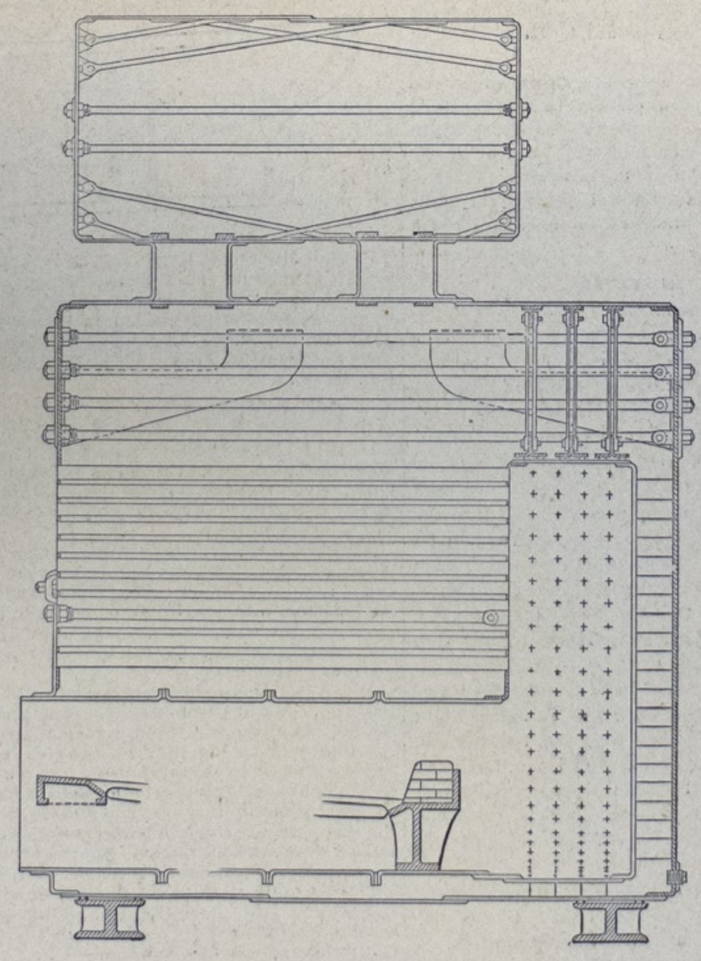

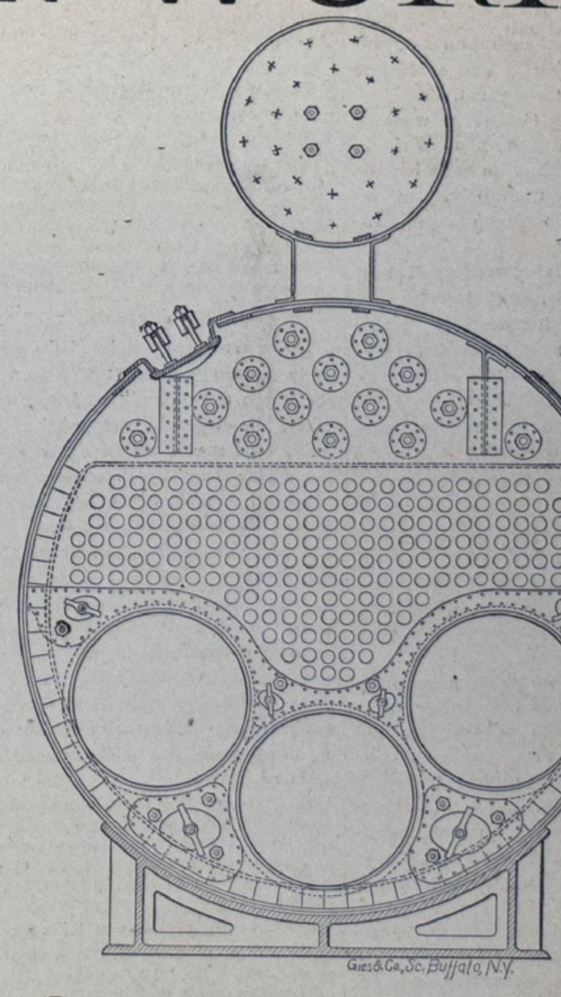

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No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwark	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"	.....	*11 35 A M
No 12, N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
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No. 23, Cleveland Express	*2 15 A M	.....
No 3, Chicago Express via " ..	§5 30 A M	5 45 A M
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No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
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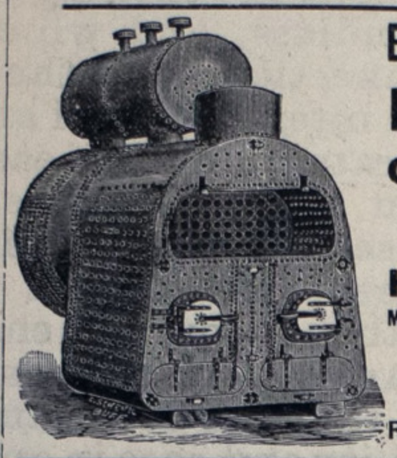

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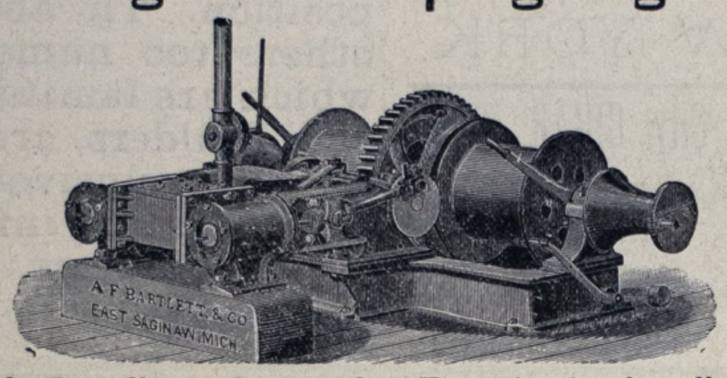

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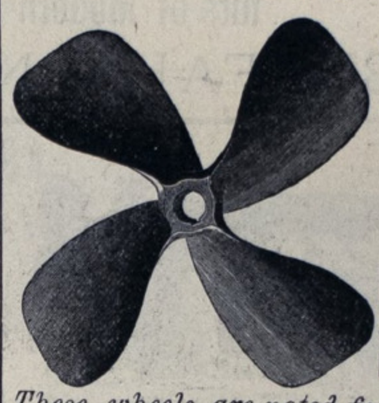

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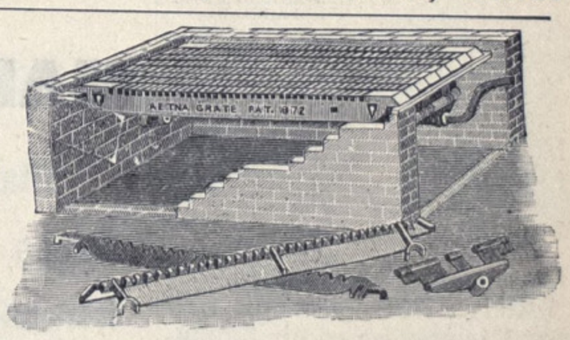

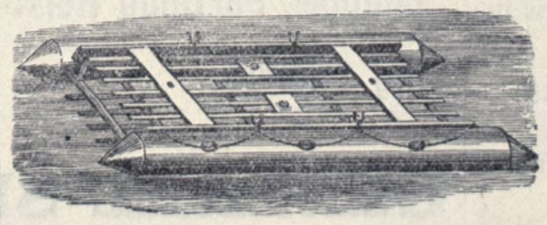

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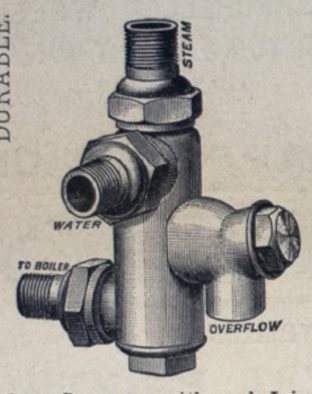

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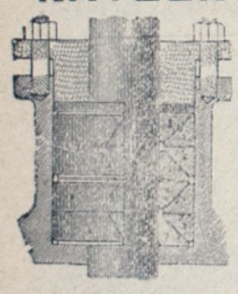

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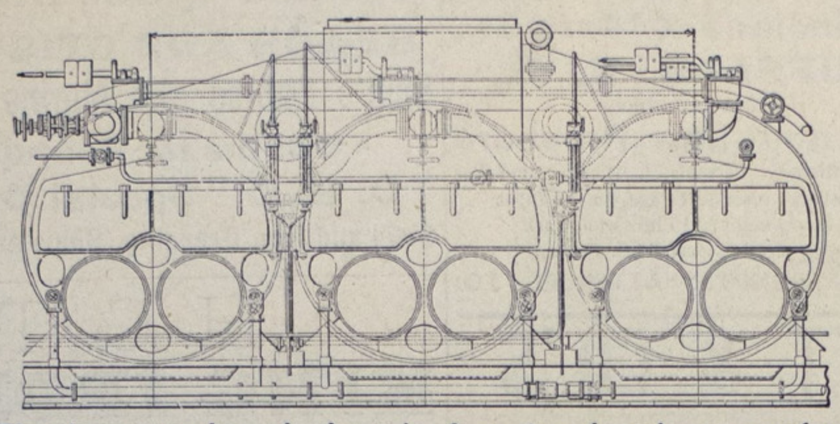

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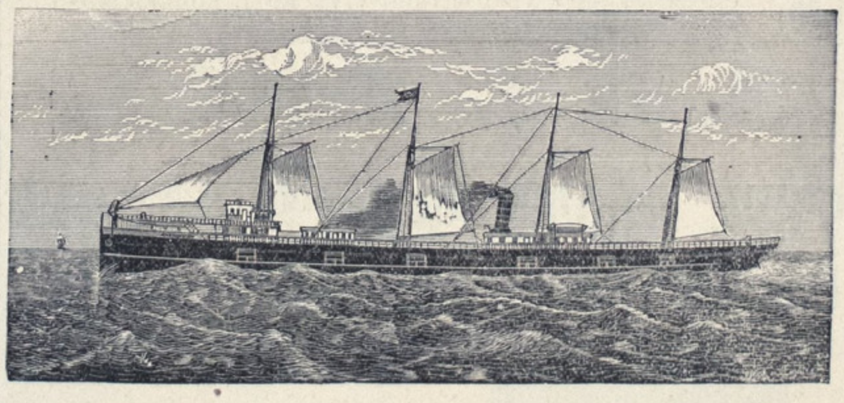

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